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Hongkong Daily Press.

ESTABLISHED 1857.

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GENUINE
TANSAN
BOTTLED BY
J. CLIFFORD WILKINSON
SOLE AGENTS—
H. PRICE & CO.,
12, Queen's Road Central.

No. 14,297 號第拾玖百貳千肆第壹第 日陸初月式十年亥十二緒光 HONGKONG, FRIDAY, JANUARY 22ND 1904 五拜禮 號式十式月正年肆零百九仟壹英港香 PRICE, \$3 PER MONTH

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A. S. WATSON & CO.
LIMITED.
WINE AND SPIRIT MERCHANTS,
HONGKONG. [a1545]

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NET
"SPECIAL BLEND" WHISKY
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Distillations of the
Finest Scotch Whiskies
Apply to
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HONGKONG HIGH-LEVEL TRAM-
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TIME TABLE.

WEEK DAYS.	
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.00 p.m. to 5.30 p.m.	Every 10 minutes.
5.30 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.
1.45 p.m. & 9.00 p.m. to 11.15 p.m.	every 15 min.
SUNDAYS.	
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.30 a.m.	Every 30 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 12.00 p.m.	Every 15 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS on Week Days.
SUNDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 88 & 90, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 14th January, 1904. [a2761]
GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.
Casks of 375 lbs. net \$4.75 per Cask ex Factory.
Bags of 250 lbs. net \$2.85 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Ho Koon, 14th August, 1903. [a3389]

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We are Sole Agents for the following—
MONOPOLE, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on View and
for Sale. Also a large assortment of SECOND-
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nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARTS,
RICKSHAS Fitted with PNEUMATIC
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OUT. Everything in the trade always kept in
Stock. First-class workmanship guaranteed in
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[a2731]

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ELGIN ROAD, KOWLOON.
35 Bedrooms, excellently furnished.
Bath to each room.
Dining-room and Cuisine under strict
supervision.
European and American Wines, Spirits, and
Beverages.
POOL AND BILLIARDS.
English, American and Manila Newspapers on
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Terms: \$4 to \$7.00 per day; \$75 to \$120 per
month.
R. MATTHEW,
Manager.
Hongkong, 8th May, 1903. [a218]

VICTORIA HOTEL,
SHAMEN, CANTON.
BRITISH CONCESSION.
GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. 1977

THE CHINA LIGHT & POWER CO. LD.
ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND
KOWLOON.
INCANDESCENT LAMPS, ARC LAMPS AND
NEONST LAMPS SUPPLIED.
ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.
Apply to—
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ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC, \$23.50 PER DOZ. Distinguished by Four Stars on the label.	C.P. & Co.'s INVALIDS' PORT \$21 PER DOZ. This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassal.
ANOTHER FINE COGNAC, \$18.50 per doz. Less old than the above.	DOURO PORT, \$15.00 PER DOZ. A fine, full, and fruity wine.
IMPERIAL BRANDY \$12.00 PER CASE.	AMOROSO SHERRY, \$20 PER DOZ.
THE ELITE OF WHISKY— THE "PALL MAIL," \$21 PER DOZ. 11 Years old; the finest quality shipped. Each bottle bears an Analyst's certificate.	LA TORRE SHERRY, \$17.00 PER DOZ. A natural and most pleasant wine to the taste.
C. P. & Co.'s OWN SPECIAL BLEND WHISKY, \$11.00 PER DOZ. Very soft, palatable, and mature. EVERYBODY SHOULD TRY THESE ITEMS	BENEDICTINE LIQUEUR— D.O.M., \$41.75 PER DOZ. QUARTS. \$43.75 PER 2 DOZ. PINTS. THEY ARE UNEQUALLED AT THE PRICE

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23 and 25, QUEEN'S ROAD.

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Three Rolling Stones in Japan, by G. Watson ... 10.70	From Hongkong to Canton, by the Pearl River, by Captain Lloyd ... 1.90
Some Indian Friends and Acquaintances, by Cunningham ... 6.00	CHRISTMAS NUMBERS TATLER, PUNCH ALMANACK, STRAND, PEARSON'S MAGAZINE, SKETCH, SANDOWN RACE GAME, PELICAN FOUNTAIN PEN, INDEPENDENT STYLO PEN.
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Russian Dictionary ... 3.50	
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Nautical Almanack 1904 ... 0.90 and 1.90	
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ELECTRIC LAMPS OF ALL KINDS AND AT MODERATE PRICES
ALWAYS IN STOCK.
EDM. JOHANNSEN,
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The first of every year we make a resolution. It is a resolve to make our Pharmacy in all of its departments better than ever before. It is our intention to make the year 1904 mark another onward step in our business career. We shall continue our high standard of quality in every line. We shall aim to make our service the best possible in caring for your Drug Store needs, and shall make our prices such as to make trading at our store profitable.

WATKINS LIMITED,
CHEMISTS AND DRUGGISTS,
THE APOTHECARIES HALL.
WATKINS BUILDING.
Telephone 344. [a37]

AQUARIUS COMPANY.
The Aquarius Company's Table Waters are made of Pure Trouble Distilled Water only.
Absolute purity can only be obtained by distillation.
AQUARIUS MINERAL WATER.
" SILENT WATER.
" TONIC WATER.
" GINGER ALE.
" GINGER BEER.
" LEMONADE.
" LITHIA WATER.

CALDBECK, MACGREGOR & CO.
GENERAL MANAGERS.
15, Queen's Road, Hongkong, 12th January, 1904. [a35]

THE LAHMEYER ELECTRICAL CO. LD.
LONDON,
AND
ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a56]

CONFECTIONERY!!!
THE CHOICEST AND LARGEST VARIETY, FROM PARIS AND LONDON.
MARRONS GLACES, CRYSTALLISED FRUITS,
TOM SMITH'S CRACKERS,
XMAS PLUM PUDDINGS,
DATES, FIGS, HAZELNUTS, ALMONDS and NUTS,
(STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMENBERT,
CHEESE SAVOIE, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN
CHEESE,
YORK HAM and BEST ENGLISH BACON,
TOYS, TOYS,
DECORATIONS and CANDLES FOR XMAS TREES.
G. GIRAUT. [a40]

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FILMS,
AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
GOOD WORK, PROMPT RETURN.

LONG, HING & CO.,
PHOTO GOODS STORE,
17A, QUEEN'S ROAD CENTRAL.
Hongkong, 21st December, 1903. [a38]

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HEIDSIECK & CO., REIMS.
PURVEYORS TO THE IMPERIAL COURT AT BERLIN.
CARLOWITZ & CO. Sole Agents.
1901]

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BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
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Agents
LONDON AND LANCASHIRE LONDON AND LANCASHIRE
ROYAL EXCHANGE ROYAL EXCHANGE
PALATINE Fire PALATINE
ORIENT Insurance ORIENT
Companies.
11, Hongkong, 18th August, 1903. [a1319-1]

COTTAM & CO. HIGH-CLASS OUTFITTERS.
HARD FELT HATS. SOFT FELT HATS.
STRAW HATS. BUGS, ETC., ETC.
HONGKONG HOTEL BUILDINGS. [a38]

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HONGKONG HOTEL
A FIRST-CLASS HOTEL IN EVERY RESPECT
Elegantly Furnished Reading, Drawing
Music, Ping-pong and Smoking Rooms.
Private Bar and Two Billiard Rooms for
Hotel Residents.
Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
European Chef and Indian Curry Cook.
Ladies' Afternoon Tea Rooms with European
Hostess in attendance.
Ladies' Cloak Room.
Hydraulic Elevators to each Floor.
Bedroom Accommodation—131 rooms.
Electric Lighting and Electric Fans, if
required.
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel Co.
Wines cooled by Hotel refrigerators.
Hotel Linen washed on Premises by
machinery.
Fire Extinguishing Mains and Emergency
Exits on every floor.
MODERATE CHARGES! NO EXTRAS!
H. HAYNES,
Manager. [a48]

THE PEAK HOTEL.
Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.
A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a1082]

HOTEL CRAIGIEBURN.
PLUNKET'S GAP, THE PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
HONGKONG, 2nd July, 1900. [a50]
MANAGER.

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June, 1903. [a2868]

CONNAUGHT HOUSE.
A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a49]

NOTICE.
TO THE WEARIED.
THERE is no nicer place to spend a few
days in quiet rest than
MACAO,
And there is no more Comfortable Hotel in the
Far East than the

MACAO HOTEL.
WM. FARMER,
Proprietor. [a3284]

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hongkong*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
THE MANAGER
[a224]

A. S. WATSON & CO., LIMITED
WINE AND SPIRIT MERCHANTS.

SHERRY.
B. SUPERIOR PALE DRY.
Dinner Wine, Green Seal
Capsule \$12.00
C. MANZANILLA, PALE
NATURAL SHERRY,
White Capsule 13.50
CC. SUPERIOR OLD PALE
DRY, NATURAL
SHERRY, Red Seal
Capsule 16.00
D. VERY SUPERIOR OLD
PALE DRY, Choice Old
Wine, White Seal Capsule 18.00
E. EXTRA SUPERIOR OLD
PALE DRY, Very Finest
Quality (old bottled).
Black Seal Capsule 27.00

B, C, & CC are excellent Dinner Wines.
D and E are After-Dinner Wines of a very
Superior Vintage. ALL ARE GUARANTEED
PURE XERES WINES.

Sample bottles and smaller quantities
will be supplied at proportionate wholesale
rates.

We guarantee our Wines and Spirits to
be genuine only when bought direct from
us in the Colony or from our authorised
Agents at the Coast Ports.

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns
should be sent to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymous signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be
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hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Press. Codes: A.B.C. 5th Rd.
Lynch's
11, Buz. 35. Telephone No. 12

BIRTH.
On the 6th January, at Tokyo, the wife of C.
S. GRIFFIN, of a daughter.

The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 22nd JANUARY, 1904

According to Reuters' telegram published to-day, the outline of the last Japanese Note to Russia is given by the London Times of the 19th instant. This is announced to be "the last Japan will address to Russia," and Japan is only to wait "a reasonable time" before taking steps necessary to safeguard her interests. If the Times then is reliably informed in this instance, the Japanese Note, if not an ultimatum, is the nearest possible diplomatic approach to an ultimatum and leaves no loophole for further evasion on the part of Russia. We were told recently that Japan had no intention of sending an ultimatum yet, not being completely prepared; but this Note, as outlined in the Times, contradicts this idea and supports the other, that Japan's preparations will cease with the safe arrival in the Far East of the newly purchased cruisers *Kurewa* and *Nishin*, which must now be approaching Colombo, a long way ahead of the Russian squadron lately in the Mediterranean. These vessels therefore are practically out of harm's way, and since a Japanese squadron was cruising last week in the neighbourhood of the Sables, as reported from Shanghai, there can be little doubt that they will soon be an integral and effective part of the Japanese Navy. The way in which their assistance has been secured will have been admirably smart work, for they were not to have been completed for the Argentine Government, their original owners, until the present week. They have still to be manned for war purposes, it is true, but the ultra-patriotic Japanese will surely have no difficulty in this respect. With this increment to their naval strength, no doubt Japan feels that

there is no more to wait for, if a fight must come. Hence it is not surprising that Japan's diplomacy should take on a stronger tone and speak in unmistakable language about the conditions of peace. The question for us to consider is whether this change conduces better to peace or to war, and the answer, it must be plain, depends on the struggle for supremacy between the peace and war parties in Russia. The supporters of war can but see in Japan's Note the direct challenge for which they have been wishing and striving. Those, on the other hand, who are in agreement with the Tsar himself and who have never been in favour of the aggressive policy in China, still less of that in Korea, might be glad to give way in a matter where they know that all the justice of the case is against Russia. But the question of national honour, so-called, complicates affairs, and furnishes the war party with a specious argument regarding the disgrace of yielding to the insistence of Japan, an Asiatic Power. Much has been made in some quarters of the influence which King Edward is using on behalf of peace. We must confess that we fail to see how it can well be exerted. We believe that it is being used, but cannot understand what argument can be added to bring over those in Russia who call for a war. Any effective pressure must be in the form of a threat, but such diplomacy can only be, not between monarch and monarch, but between the Tsar's love of peace it is, of course, easy to appeal, but not to Admiral ALEXIEFF or General KUDAKOV. The Russian "forward" party requires a stronger argument than one of sentiment to convert it. Kingly diplomacy will not furnish this. A readiness for every contingency, a silent but perceptible preparation to look to the full after our interests, this is the only effective argument which Great Britain could put forward for the preservation of peace. So far we are still in suspense as to what the British Government thinks or proposes. And Parliament is not in session, so that no question can be asked. With a strong and provident Government this is not always a disadvantage; but can we say as much of the present Government? True, there is Sir ERNEST SATOW at Peking, a sound adviser and one not likely to err in his estimate of affairs. May he be able to make himself heard! The fate of North China, and more, is now hanging in the balance.

We note, with great regret, that a suggestion made by the Acting Captain Superintendent of Police for an addition to the Colonial Police Force of fifty Chinese constables has met with the support and concurrence of the Government. In this column, for the past thirty-five years, we have consistently, and designedly, opposed the augmentation of the Chinese contingent of the Police. When the Commission to enquire into the constitution and working of the Police Force was held upwards of thirty years ago, all the evidence of experts and those who were most competent to speak went to show that the Chinese Police were incompetent, unreliable, and corrupt. The Hon. CHARLES MAY, some time Acting Colonial Secretary, who had been successively Superintendent of Police and Police Magistrate, and who had had long experience of the *luntings*, stated in his evidence before the Commission that if they had one half of the Police Chinese they would have one half useless. The late Dr. STEWART, Colonial Secretary in succession to Sir WILLIAM MARSH, also gave evidence, and pronounced against their too extended employment. It is not very many years since a batch of thirty-six Chinese constables were dismissed the Force for accepting bribes from gambling-house keepers, and in spite of all protests the local Government replaced these offenders by others drawn from the same class. It is matter of notoriety that all the native *luntings*, with perhaps a few notable exceptions, are accessible to bribes, that they are conspicuous by their absence when rows are afoot, and that they cannot be counted upon to assist to awe a Chinese mob. They are a positive source of weakness to the Police Force, and, in the event of a Chinese riot or anti-foreign demonstration, might prove a serious danger. Chinese detectives are necessary though by no means reliable, but no other Chinese, except perhaps in isolated cases, should be enlisted in the Police. The British constable is an expensive article, and his Indian brother is not without faults, but so long as sufficient material for the Force can be obtained from these sources, no Chinese should be enrolled in it. Their employment in the New Territory is especially to be deprecated, as there they can neither be depended upon to maintain order, or to inspire confidence among the population in the purity and impartiality of the administration of British justice.

The United Mark Lodge No. 418 E.C. will hold a Regular Lodge on Monday, the 25th inst., at 8 for 8.30 p.m. precisely. All brethren are requested to attend.

Loong On was sentenced by Mr. T. Sercombe Smith, at the Magistracy on Wednesday, to 15 days' imprisonment, and 3 hours in the stocks, for theft. After but a short sojourn in the stocks, yesterday Loong collapsed and had to be removed to the goal in an ambulance. He was an opium smoker.

The promotion of Acting Sergeant J. W. Glyn, Hongkong Volunteer, is confirmed in the rank of sergeant with effect from 6th March, 1902. Corporal C. H. P. Hay has been permitted to resign dated 16th January, 1904.

It will be noticed in our advertisement that the Hongkong, Canton and Macao Steamboat Company have now arranged to run three steamers daily on the Hongkong-Canton line. Steamers leave Hongkong at 8 a.m., 5.30 p.m., and 9 p.m., and from Canton the times of departure are 8 a.m., 2.30 p.m., and 5.30 p.m. (Sundays excepted). These increased facilities will be welcomed by the public and will doubtless serve to enhance the popularity and prosperity of the Company's service.

So satisfactory have been the tests with the new Russian submarine of the *Rabouf* type that six new boats of the same kind are to be built in the Baltic yards during the current financial year. The boat made a test journey from Cronstadt to Bjorkoe in 36 hours, and for 24 consecutive hours of this time she was submerged. The journey was made at an average speed of from eight to nine knots. Although the boat was only submerged to a little depth, a violent gale that was blowing caused no inconvenience. The apparatus for removing the air, which is on the principle of chemical reaction, is spoken of in the highest terms.

An important conference of the South-east Lancashire cotton-spinners was held at Manchester on the 15th ult. to take into consideration the present state of the cotton trade. Mr. C. W. Macara presided. The proceedings were private, but at the close of the meeting the Press representatives were informed that the following resolutions had been adopted:—(1) That communication be entered into at once with American and Continental Associations engaged in the cotton trade, and that the following cablegram be sent to each:—"Lancashire has suggested short time in the cotton trade; are you prepared to do the same?" (2) That a mass meeting of all interested in the cotton trade be called for an early date to consider the position.

On the whole, says the *Japan Mail*, we can not but think it wise on the part of the authorities to interdict at this juncture the publication of all newspaper items about the movements of ships and troops. It is better that the public should not be kept in a fever of excitement by stories of which the vast majority have no grain of truth. Be that as it may, however, we desire to correct a misapprehension into which a local contemporary has fallen in saying that the same veto does not extend to the correspondents in Japan of foreign journals. It does extend to them, and we have knowledge of a telegram addressed to a London newspaper being "stopped" in Tokyo. [We may compare the delay in a Daily Press message from Kobe on the 8th inst.—ED. D.P.] The telegraphic head office through which all telegrams for overseas countries pass has orders, we believe, to hold back any message which violates the terms of the recently issued order.

Considerable interest has been attracted in S. Petersburg, by a peasant and his family of five, who have tramped between three and four thousand miles, to bring word of a discovery of gold in the Province of Tomsk. It seems he collected a lot of specimens of ore, which he thought to be solid gold, and brought them to the Mint at S. Petersburg, begging his way as he went. Most of the specimens are worthless, but among them are some which boken deposits of gold of fabulous richness, from twenty to thirty times as rich as the best known Siberian mines hitherto worked. The Commandant of the Peter and Paul Fortress at S. Petersburg, General Ellis (*sic*), took an interest in these singular tramps, and gave them an asylum, besides assisting the peasant, whose name is Dmitri Istratanko, to present his case before the competent authorities. Istratanko's own desires are bounded by the wish to buy a house in his village in the Province of Kaluga, and his end his days in peace. He has already been seen by the authorities of the Russian Committee of Ministers and the Minister of Imperial Domains.

The *Bangkok Times* thus writes.—Shanghai is a very homogeneous community, and adds greatly to the gaiety of nations by its quaint fabrications. Here is the latest:—"The Japanese are secretly organising an Asiatic League with headquarters at Tokyo. The recent visits of Chinese statesmen, Siamese princes, and the Persian ex-Vizier are connected with this movement." These are carefully labelled as reports and summaries. They hit the truth exactly. The league is so obvious, so appropriate. Each contracting state could so easily support the other in a crisis. A wire to Teheran would produce 20,000 Persians in a month all imbued with the spirit of the League and eager to defend Siam. If Japan were in difficulty the resources of the Rong Law would be at her disposal so that her admirals need never want for ice if cruising in these waters. A Great League truly. Is it not about time that a branch of the "No Drinks Between Meals Association" was formed up north? The Shanghai banded-manger might happily be turned from the error of his ways, for gin-drinks excite the appetite but influence the imagination.

The editor of a *Bushire* paper which a short time ago said that Lord Curzon's refusal to land "caused every man to disbelieve the word of an Englishman," promised that "the reasons why Lord Curzon did not land and his excuses will be given in our next issue," but, says the *Times* of India, the next issue never appeared, and, when the last mail left *Bushire*, the people were still awaiting its advent. It seems that Alasd. Dowling happened to read the article, and at that particular moment Alasd. Dowling was very anxious to take it out of somebody, so he sent for the editor and had him soundly thrashed with sticks by his guards.

A New York telegram says that Chinese women in California have turned "women's rights" champions, and have issued an appeal to their country women at home to rise and assert themselves. They say that China has 400,000,000 people, but for all practical purposes there are only 20,000,000, because 200,000,000 are females, and these are of little or no importance to the Government. "Alas!" runs the appeal, "this is a cruel treatment, classifying us not as human beings. Although we are born under the same heaven and on the same earth, and subjects of the same country. Where would they be if they did not have us as mothers?"

M. Etienne absolutely repudiates the statements attributed to him in a letter from Paom Penh, published by the *Paris* of Paris last month. According to the correspondent, M. Etienne declared that the occupation of a large portion of Siam had been decided upon, and that France had come to an agreement with England on this point by renouncing her rights in Egypt. M. Etienne declares that he never said anything of the sort. M. Etienne, however, acknowledges that the relations between the two countries leave much to be desired, and that probably serious measures will have to be adopted. Meanwhile the garrisons of French Indo-China are being rapidly reinforced.

A tribute to the late Herbert Spencer is paid by Mr. Yen Chu, Secretary-Interpreter at the Chinese Legation in Paris, who writes:—"May I inform the public that the death of Mr. Herbert Spencer has not only caused deep regret in Europe and America, but also among the Chinese who have read one of his works—namely, *Study of Sociology*—and who, I am sure, always entertain profound admiration for him? The *Study of Sociology* is the only work of the illustrious philosopher translated into Chinese, about a couple of years ago, by my father, Mr. Yen Fuh, who is at present director of the Chinese Engineering and Mining Company (Limited).

Commander E. F. A. Gaunt, of H.M.S. *Mohawk*, who was wounded in the fight at Durbo, Somaliland, is one of two brothers who have won distinction. He was first lieutenant of the *Narcissus* in 1896, when Captain Lang was drowned at Grosvenor Bay. The commander of the vessel reported that "the manner in which Lieut. Gaunt handled the cutter when the gally was lost saved five lives; with less skillful handling the cutter would also probably have swamped." He was the first Commissioner for Weihaiwei, and Administrator of Liangkiao, acting in this capacity from September, 1898, to October, 1899. In July, 1901, he became Commissioner and Superintending Transport Officer at Weihaiwei when the troubles with China occurred, and was mentioned in General Gaselee's despatches. He received the thanks of the Austria and German Commanders-in-Chief for his services during the Boxer outbreak. Commander Gaunt's work in China has been frequently acknowledged by the Admiralty, and he was last year rewarded with the C.M.G.

A POSSIBLE INDUSTRY FOR HONGKONG.

Though Manila has a deal to learn from Hongkong, Hongkong people would profit also by a wide-awake visit to Manila. One industry, for instance, which might very well be applied to the Kowloon Peninsula is that of rearing fish. Near Manila are ponds into which the sea is allowed to flow in and out through gratings. Fish are caught from canals and sea-pools at low water, and deposited into the ponds, where they grow fat on seaweed. In about a year they are ready for market. The industry is a very profitable one, yielding many thousands of dollars per annum to owners of the ponds.

By kind permission of Major Radcliffe and officers, the Band of the 93rd Burma Infantry will play the following programme of music at the King Edward Hotel during dinner to-night:—
March—"The Urban's Call"..... Eilenberg
Overture—"Nell Gwyn"..... Edward German
Selection—"Kitty Grey"..... Monckton
Song—"Auld Woe"..... Gustav Fressel
Selection—"Reminiscences of Walse" Godfrey
Waltz—"Reponse a l'Amour"..... Berger
Dance—"Savonille"..... Dvorak
"God Save the King"

MENU.
Hors D'Oeuvres
Caviare on Toast.
SOUP.
Julienne.
Boiled Fish and Oyster Sauce.
ENTREES.
Grilled Sheep's Kidney on Toast
Rolled Beef, Tomatoes and Olives
Partridge on Aspic.
JOINT.
Roast Beef
Roast Saddle of Mutton
Cold Phœasant.
CURRY.
Chicken.
SALAD.
Potato.
VEGETABLES.
Boiled Potatoes
Green Peas
Stewed Onions.
WINE.
Apple Dumpling
Cocoanut Macaroons
Fruit Jelly.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

GREAT SHIPPING DISASTER.

SHANGHAI, 21st January, 5.8 p.m.

JAPANESE STEAMER DESTROYED.

The Osaka Shosen Knisha's steamer *Hakung Maru*, bound for Hankow, has been entirely burnt when near Wuhu.

CRICKET IN AUSTRALIA.

LONDON, 20th January, 11.20 a.m.

THIRD TEST MATCH.

Australia has won the third test match by 216 runs.

[The above was published in our First "Extra" yesterday. The record for the present series of test matches now stands:—England team, 2; Australia, 1. The fourth game will be commenced on the 26th February and the last on the 5th March. In 11-a-side matches the M.C.C. team has now won 5, lost 1, and drawn 1.—ED. D.P.]

OBITUARY.

LONDON, 20th January, 11.20 a.m.

DEATH OF "CITIZEN TRAIN."

Mr. George Francis Train is dead.

[Some details about the deceased will be found on p. 5.—ED. D.P.]

REUTERS' SERVICE.

JAPAN AND RUSSIA.

LONDON, 19th January.

The Times understands that the Japanese Note plainly intimates that it is the last Japan will address to Russia, and announces that she will only wait a reasonable time before taking steps necessary to safeguard her interests. The Note invites Russia to formally recognise the Chinese sovereignty of Manchuria and signifies Japan's inability to accept the conditions which Russia desires to place upon the strategic measures which Japan proposes to take in Korea. It also declines to entertain the idea of a neutral zone in Korea.

THE BLOEMFONTEIN FLOOD.

LONDON, 19th January.

One hundred and seventy-six houses were destroyed at Bloemfontein and twenty-five people drowned by the recent flood. The heavy rain burst the reservoir.

GERMAN S.W. AFRICA.

LONDON, 19th January.

A supplementary estimate of 1,500,000 Mk. will be submitted to the Reichstag for South West Africa.

CRICKET.

LONDON, 19th January.

In the third test match at Adelaide, in the first innings, Australia made 388 and England 245.

THE H.K.C.C. DANCE.

Mr. T. Sercombe Smith, chairman of the sub-committee for the above dance, writes to us to say that, as there seems to be doubt abroad as to whether the H.K.C.C. dance proposed for the 9th February next is open to the public at large, he wishes to state that the dance is not confined to members and subscribers of the H.K.C.C., and that the subscription list will close on Tuesday, the 21st January.

THE BATHING HABIT CONDEMNED.

"When people leave off bathing there will be little or nothing for the doctors to do. Pneumonia, colds and a hundred other ills result from the foolish habit of washing the body. To bathe is to be dirty, for you thereby make a sewer of the skin. Blood, attracted by the skin, gives up products that should be left to seek a natural outlet, and soils the skin."

The foregoing declarations made by Professor John Dill Robertson at the annual meeting of the Chicago Surgical Society at the Auditorium, aroused the interest of the members. Professor Robertson asserted that the theory that the closing of the pores of the skin would result in death is false. He said that all physiologists which made such an assertion were wrong. The habit of taking "dry" baths was also denounced. The rubbing of a rough towel over the skin, according to Dr. Robertson, removes the natural scales of the skin, or the "false skin." This, he said, conduces to the growth of bacteria upon the skin. The doctor concluded with an incident of a poor Eskimo brought from Greenland to Boston, who had never been ill in his life. He was given a bath, contracted pneumonia, and died in two days!

CHURCH MISSIONARY ASSOCIATION.

ANNUAL MEETING.

The annual meeting of the Church Missionary Association was held last evening in the City Hall, His Excellency F. H. May, C.M.G., presiding. There was a large attendance.

The minutes of the last annual meeting having been read by the Rev. Mr. Johnson. His Excellency said he had much pleasure in introducing Bishop Ridley of Caledonia, who would presently give them some account of missionary work in that far distant land. He had just been reading a short account of the commencement of missionary enterprise in that quarter of the globe, and it was a very stirring little story. It appeared that in 1856 Captain Prober, commanding one of H. M. ships on that station, returned home and brought to the notice of the Church Missionary Society the spiritual destitution of the Indians living on the Pacific coast of British North America, and the result of his representations was that a young schoolmaster, a yman, was sent out to that region, and after much difficulty it became apparent in 1859 that very good results were ensuing from his work. The Society sent out various missionaries between that date and 1879, but owing to the difficulties in the matter of climate and the enormous territory to be dealt with it was apparent that some reorganisation of missionary work was desirable and some closer supervision; hence in 1879 the mission field was divided into three dioceses—Columbia, New Westminster, and Caledonia. The right reverend gentleman on his right (Bishop Ridley) thereupon, who had been in India for a long time and had suffered much in health from the trying climate, was made Bishop of Caledonia. He had been working there ever since, and he would now ask the right reverend gentlemen to address the meeting.

The Right Rev. Bishop Ridley, who was received with applause, opened his address by alluding to his experiences in India, where, he said, he had lived long enough to see what a wonderful help was derived from the sympathy of those in authority. From the lips of some of our greatest soldiers and statesmen he had heard the sentiment expressed that the missionary influence in India was more beneficial for the country's welfare than all other influences put together. These words he had heard from among others Lord Lawrence, and Sir Robert Montgomery. Alluding to Japan the Bishop said that he had seen in its educational system little to criticise and much to admire.

The Bishop then, in a few interesting remarks, told the audience of the great faithfulness of the converts in his own diocese many of whom had impelled their lives and impoverished themselves for the building up of the Church of Christ.

The Bishop of Victoria then followed with a few remarks regarding the Missionary work in China, along lines already referred to in these columns, coupling them with advice to critics to go and see the work that was being done. His Lordship then formally proposed that the present committee be re-elected. This was seconded by the Rev. Mr. Markham, and carried unanimously.

His Excellency then addressed a few remarks to the meeting, eulogising the work of the missions, especially in the educational line which had come under his own personal observation. He then asked the Bishop of Caledonia to pronounce a final benediction, which brought the meeting to a close.

RICKSHA-COOLIES IN HONGKONG.

The ricksha system in Hongkong is neither creditable to the community using it, nor a success as a means of conveyance. Electric trams will, therefore, be a great improvement to Hongkong, both as a speedy and non-troublesome means of transit, and from a humanitarian point of view. Ricksha-coolies have been repeatedly accused of preferring sailors and frangiers to these parts, unacquainted with the taxes, and refusing hire from residents in consequence. This is true, and a very great nuisance too; but, on the other hand, sometimes when a ricksha-coolie is absolutely worn out with fatigue he has the option of taking a fare of being charged with refusing hire. This is not only a great hardship, but really a very shocking state of affairs; and how is one to tell the impostor? Some time ago Hongkong had numerous double rickshas, or rickshas for two people like those used at Singapore in size. They were not a success, having a tendency to induce riotous behaviour on the part of sailors. It was recently proposed to introduce rickshas into Calcutta, but, chiefly from a humanitarian point of view, the commission decided against it. A ricksha coolie is seldom satisfied with his fare, and strangers are imposed upon right and left. Chinese gentlemen at Manila opposed the ricksha system as being a degradation to their race. The only way out of the difficulty is to dispense with the ricksha, but that, of course in a warm climate like Hongkong, is not feasible at present.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:
On the 21st at 11.35a. The barometer has fallen much over E. Japan, risen over W. Japan and the coast of China.
A depression is moving into the Pacific the N.E. of Japan, and the high pressure area is still lying over Central China.
Gradients moderate with strong monsoon from the Formosa Channel, rather steep with heavy monsoon over the China Sea.
Forecast—Moderate N. winds; fine.

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E. F. GROS,
 Acting Manager.

Hongkong, 1st December, 1982. 1982

AUCTIONS

PUBLIC AUCTION.

TO BE SOLD BY ORDER OF THE
MORTGAGEE,
TO-DAY (FRIDAY),
the 22nd day of JANUARY, 1904, at 3 o'clock a
their SALE ROOMS, 105 Horse Street,
by
Messrs. HUGHES & HOUGH,
The following
FREEHOLD PROPERTY

Lot 1.—The VALUABLE LEASEHOLD PREMISES known as Nos. 1, 2, 3, 4 and 5, Ping On Lane situate on Inland Lot No. 1678, which

OF
held for the residue of a term of 987 years
created by the Crown Lease thereon
Crown Rent \$22.
Tot 2.—The VALUABLE LEASEHOLD
MESSAGES and PREMISES known
as Nos. 25 and 27, Morrison Hill Road
Nos. 39 and 35, Bowring Street, situated
on the Remaining Portion of Inland
No. 1313, which are held for the residue
of a term of 986 years created by the Crown

Lease thereof. Crown Rent \$31.50.
For further particulars, apply to

Lease thereof. Crown Rent \$31.50.
For further particulars apply to
Messrs. HUGHES & HOUGH, Auctioneers,
or to
DENNYS & BOWLEY,
Supreme Court House,
Solicitors for the Mortgage
Hongkong, 12th January, 1904.

PUBLIC AUCTION.

MR. G. P. LAMMEERT has received
instructions to sell by Public Auction
TO-MORROW (SATURDAY),
JANUARY 23rd, 1904,
at the HILLIER STREET WHARF, Hongkong

THE S.S. "SAN CHEUNG,"

Admiral	where she will then be lying.
Book	This vessel is a Twin, screw steamer of following dimensions and tonnage:—Length over all 300 feet; Breadth at deck level 33 feet 6 inches; Draught 12 feet 6 inches; Depth of hold 9 feet; gross tonnage 951 tons; Net tonnage 770 tons. She is fitted throughout with electric light and has a longboat, 20 horse power, Certificate, and carry 1,100 Chinese and 28 a loon passengers.
Christians	The vessel is to be sold with all appurtenances, engines, anchors, chains, tools, fixtures, machinery, furniture, glass, crockery, ware, and gear, inventories of which can be seen, and particulars and conditions of sale can be obtained at the offices of J. HASTINGS, Esquire, the Vendor's Solicitor, No. 2, Wyndham Street, or of M. CARMICHAEL and CLARKE, Consular Engineers, or of Mr. GEU. P. JAMES.
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Hongkong, 12th January, 1904.

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MONDAY,
the 25th JANUARY, 1904, at 3 P.M., on the
The Scaev. Lots Numbered 1 to 19

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on the Government Ground adjoining the
Course North of the Grand Stand Enclosure.
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For Conditions of Sale, apply to
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Government Auctioneers
Hongkong, 20th January, 1904.

account at COLD STORAGE.

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NOTICE.

THE PARTNERSHIP hitherto
between myself and Mr.
HASTINGS having been dissolved by
of time, my business will in future be
conducted under the Firm name of
LOOKER and DEACON.
VICTOR H. DEACON
10, Queen's Road
Hongkong, 1st January, 1904.

1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 26

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Hongkong, 11th January, 1904. [3335]

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Road Central.

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Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

ZWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

PUBLIC COMPANIES

THE HONGKONG LAND RECLAMA-
TION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the
THIRD ORDINARY MEETING of
SHAREHOLDERS in this Company will be
held at the COMPANY'S OFFICE, Victoria
Buildings, on WEDNESDAY, the 27th
JANUARY, 1904, at 11.30 o'clock a.m. for
the purpose of receiving the Report of the
Directors together with a Statement of Accounts for
the year ending 31st December, 1903.

The REGISTER of SHARES of the
Company will be CLOSED from THURSDAY,
the 21st JANUARY, to WEDNESDAY,
the 27th JANUARY, both days inclusive,
during which period no Transfer of Shares can
be registered.

By Order of the Board of Directors.
MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, 19th January, 1904. [284]

THE WEST POINT BUILDING
COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the
SIXTEENTH ORDINARY MEET-
ING of SHAREHOLDERS in this Company
will be held at the COMPANY'S OFFICE,
Victoria Buildings, on WEDNESDAY, the
27th JANUARY, 1904, at 11.30 o'clock a.m.
for the purpose of receiving the Report of the
Directors together with Statement of Accounts
for the year ending 31st December, 1903.

The REGISTER of SHARES of the
Company will be CLOSED from SATURDAY,
the 16th JANUARY, to WEDNESDAY, the
27th JANUARY (both days inclusive), during
which period no transfer of Shares can be
registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the
Hongkong Land Investment and Agency
Co., Ltd.

General Agents for
THE WEST POINT BUILDING
CO., LD.
Hongkong, 9th January, 1904. [192]

THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LD.

NOTICE IS HEREBY GIVEN that the
SIXTEENTH ORDINARY MEET-
ING of SHAREHOLDERS in this Company
will be held at the COMPANY'S OFFICE,
Victoria Buildings, on WEDNESDAY, the
27th JANUARY, 1904, at 12 o'clock Noon,
for the purpose of receiving the Report of the
Directors together with Statement of Accounts
for the year ending 31st December, 1903.

The REGISTER of SHARES of the
Company will be CLOSED from SATURDAY,
the 16th JANUARY, to WEDNESDAY, the
27th JANUARY (both days inclusive), during
which period no transfer of Shares can be
registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 9th January, 1904. [193]

THE HONGKONG ROPE MANUFACTURING
COMPANY, LIMITED.

THE TWENTIETH ORDINARY
ANNUAL MEETING of SHARE-
HOLDERS in the Company will be held in
the COMPANY'S OFFICE, No. 14, Des
Vaux Road, Victoria, on SATURDAY, 6th
FEBRUARY, 1904, at 11 a.m. for the purpose
of receiving Statement of Accounts and the
Report of the General Managers for the year
ending 31st December, 1903, declaring a
Dividend and electing a Consulting Committee
and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from WEDNESDAY, 3rd
FEBRUARY, to SATURDAY, the 6th
FEBRUARY, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 13th January, 1904. [272]

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ORDINARY
MEETING of SHAREHOLDERS in the Company
will be held at the OFFICE of the Company, No. 18,
Bank Buildings, Queen's Road Central, on
SATURDAY, the 6th FEBRUARY, at 12
o'clock Noon, for the purpose of receiving a
Report of the Directors, together with a Statement
of Accounts, declaring a Dividend, con-
firming the appointment of a Director and
electing Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from 23rd JANUARY, to
the 6th FEBRUARY, inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 18th January, 1904. [258]

"HONGKONG DAILY PRESS"
PUBLICATIONS.

DIRECTORY AND CHRONICLE
OF THE FAR EAST ... \$10.00
DIRECTORY OF PROTESTANT
MISSIONARIES IN CHINA,
JAPAN AND COREA ... 0.60

POLITICAL OBSTACLES TO MIS-
SIONARY SUCCESS IN CHINA
FROM PORTSMOUTH TO PEKING,
W. L. LADSMITH, WITH A
NAVAL BRIGADE (Cruise of
H.M.S. Terrible) ... 1.00

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and their Subsequent Use with the
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Fensternberg ... 2.50

CALLED OUT: or the Chung Wang's
Daughter, an Anglo-Chinese Ro-
mance, by Chas. J. H. Halcombe ... 2.00

ENGLISH AND CHINESE DIC-
TIONARY, 4 Vols. ... 20.00

PROVINCE OF SHANTUNG, its
Trade, Population and Prospects ... 0.50

MAIL TABLES FOR 1903 ... 0.30

MAP OF WEST RIVER ... 0.25

S I E N T I N G.

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free
Hongkong, 21st March, 1903. 263

A. LING & CO.,

FURNITURE STORE.

PLATED, GLASS AND CROCKERY

WARE, &c., &c.; and FOOHOW

LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903.

THE LATE G. F. TRAIN.

The late Mr. or "Citizen" (as he preferred to be called) George Francis Train was a very remarkable man. In the Far East, though he visited it some few years ago, perhaps he was best known from his habit of sending his papers and pamphlets to various people gratis. It was only two days ago that we received from him a copy of *Our Home Rights*, a 10-cent monthly magazine published at Boston, Mass., and edited by "Citizens" Train and Immanuel Pfeiffer. We see therein a quotation from the *Medico-Legal Journal* in which a Mr. Clark Bell (Attorney-at-Law) asserts that "this great United States has never produced a man with a bigger brain and a warmer heart than Citizen Train. Very few men have had a more brilliant and extensive career, at home and abroad, and lived a life of greater usefulness. His great aim has always been to serve his fellow men, but, like so many other great and self-made men, born ahead of his time, he has oftentimes been misunderstood and caused temporary annoyance. Few men, if any, have accomplished as much as Citizen Train, and on the other hand we don't know of another man who has been so much abused." In another part of *Our Home Rights* (which, as stated on the cover, advocates reform in social, political, and religious life) we are told that "the world-renowned Citizen George Francis Train, 75 years young, has joined us in the editing of *Our Home Rights*. He is too well known all over the world to need any introduction from us. In making this announcement we simply congratulate lunacy at large, and especially those who are fortunate enough to get a copy of our magazine."

Perhaps, however, the following details, also from *Our Home Rights*, will give a better idea of Mr. Train's personality:—
In the early history of the Union Pacific Railroad, Mr. Train became interested in a large tract of land in the heart of what has now become the city of Omaha, with others who believed in the future of that city, and which he held at the time of his arrest and trial at the instance of Anthony Comstock for the publication of obscene literature. It transpired that these publications were selected quotations from the Bible, and from other books held in high estimation by the Roman Catholic Church. An inquisition was held at the instance of the District Attorney of New York City, under the law as it then stood in New York, to determine the sanity of Mr. Train, who insisted upon pleading guilty before the magistrate, and who was committed to the Tombs to await his trial. This trial became a cause célèbre, and it finally resulted in a verdict by the jury adverse to the contention of the District Attorney, and the verdict was in favour of his sanity. The criminal charge still remaining, Mr. Train was then brought to trial, and this trial caused a still greater sensation than the inquisition as to his sanity. The plea of the defence by some counsel was "Not guilty." The District Attorney stated to the court that he should not contest the fact—which he alleged to be the fact—that Mr. Train was then insane, and announced that he should offer no evidence to refute or oppose the evidence defendant's counsel had presented. A motion to discharge the prisoner was made by Mr. Train's counsel, and was denied by Mr. Justice Davis, who insisted on the trial proceeding. Defendant's counsel insisted that on the evidence presented, Mr. Train's insanity was established, and that the prisoner was entitled to a verdict, but the court instructed the jury to find a verdict of not guilty on the ground of insanity. This the entire jury were unwilling to do, two members dissenting on Mr. Bell's demanding that the jury be polled, but the Court ordered the Clerk to enter the verdict of not guilty on the ground of insanity, which was done, and the Court then ordered the commitment of the defendant to a lunatic asylum as insane. The proceeding instituted by defendant's counsel was by *habes corpus*, and resulted, after a sharp fight, in Mr. Train's discharge, and he sailed for Europe, by the advice of his counsel as soon as the formal discharge was signed; he was never committed to the asylum by the authorities, although he had been legally adjudged insane.

Meanwhile the value of the lots in Omaha had advanced a thousandfold, and Mr. Train was understood to contemplate a judicial inquiry in Nebraska, to determine how far his being adjudged a lunatic affected the proceedings therein, by which his rights were interrupted or extinguished in the Omaha city lots.
George Francis Train writes as follows on "Why I Am a Lunatic":—
"I am a lunatic by law, and I propose to tell the world why and how. Every man who has accomplished anything great as an inventor is called a lunatic. . . . Born between Morse and Stephenson, between steam and electricity, I have beaten them both in practical demonstrations. I am the champion lunatic of the world. . . . By psychic telepathy I hold in my hand the power of sickness and health, success and failure, life and death; but I am a lunatic. For seventy-three years I have lived a life of peace and contentment, and have harmed neither man, woman, child, nor dumb beast; and so I am a lunatic. And now I live here in this pleasant place, away from strife and turmoil, backbitings, and all uncharitableness; and forsooth I must be a lunatic. Better to illustrate my lunacy, let us draw an imaginary pyramid which we will call the pyramid of fame. On the bottom exists a stratum of "How-dye-do?" people, the great mass of atoms of humanity that never rise above that eternal inquiry about your health. Next come the scientists, the Tyndalls, and the Huxleys, and those others that men worship as something higher than themselves. Then, above the scientists, the thinkers, come the doers, the workers, the Wall Street financiers;

and these are worshipped more devoutly still. Away up near the top is a single individual figure—a poet, gentleman, and personal friend; the representative of eight generations of clergymen—Ralph Waldo Emerson, who at sixty-six became senile and did not know enough to live. On the very peak of this pinnacle is another solitary figure—my own. I was born there, and about me are virtue, truth, honour, birds, and music. This is why I am a lunatic. . . . I am a lunatic because I am thirty years ahead of my fellows. I am a lunatic because my thoughts are not those of the ordinary thinker—because I am absolutely truthful. But chief of all I am a lunatic because I am George Francis Train."

We do not propose to say what Mr. Train was.

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the
EOTHEN MARK LODGE will be
held at the FREEMASONS' HALL, on
WEDNESDAY, the 27th JANUARY, instant,
at 8.30 for 9 p.m. precisely. Visiting Brothers
are cordially invited to attend.
Hongkong, 21st January, 1904. [265]

HONGKONG BENEVOLENT SOCIETY

THE ANNUAL GENERAL MEETING
of the above Society will be held in the
City Hall on TUESDAY, JANUARY 26th,
at Noon.

ROSE GOMPERTZ,
Hon. Secretary,
Hongkong, 19th January, 1904. [268]

HONGKONG JOCKEY CLUB.

NOTICE.

FROM this date and until after the 25th
February next, HORSES and/or
PONIES not entered for the Forthcoming
Races will not be allowed on the Race or Training
Course between the hours of 6 and 8 A.M.
Members may exercise unentered Horses or
Ponies after 8 A.M. on the Training Course.
By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 19th January, 1904. [269]

THE HONGKONG AND CHINA
BAKERY CO., LD.
(In Liquidation.)

THE above Company, being in Liquidation,
will CEASE baking and supplying
Bread, Cakes, etc., after the 31st instant.
THE HONGKONG AND CHINA
BAKERY CO., LD.
LANE, CRAWFORD & CO.,
General Managers.
Hongkong, 16th January, 1904. [241]

RUINAERT PERE & FILS, REIMS

Established 1719,
"CHAMPAGNE GROWERS AND
SHIPPERS."
Ship only the Finest Quality
Extra Dry (Green Seal)
LAURE, WEGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1903. 105

CHEONG SHING
GENERAL EXPORTERS.

DEALERS IN
JEWELLERY, DIAMONDS, PEARLS
PRECIOUS STONES, SILKS, IVORY
WARES, EMBROIDERIES and
PONGEE SILK.
Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. GAUFF & CO.).
Hongkong, 16th May, 1903. [3170]

PURE FRESH WATER

THE HONGKONG STEAM WATER-
BOAT CO., LD., is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Bollers.
Call Flag W.
J. W. KEW,
Manager.
1st Floor, 37, Cross Street Road.
Hongkong, 13th June, 1903. [324]

AMOI ENGINEERING CO., LD., AMOI

CALL FLAG W.

REPAIR WORK to Steamers and
Launches. Castings in Brass and Iron
Moderate charges. Work solicited.
J. D. EDWARDS,
Manager.
Amoy, 3rd December, 1903. [78]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.

ENLEY'S, SCHULTZ'S, AMBERITE
and KYNOK'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 555G. AIR GUNS and
AMMUNITION in Variety.
WM. SCHMIDT & CO.
Hongkong, 28th November, 1902. [11]

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest,
Profusely Illustrated, descriptive of the
people, Customs, &c., of the Far East.
The kindly Prescriptions, both Continental
and American, that the production of this
Magazine has evoked is eloquent testimony of
the sterling merit of the publication.

Price \$1.50.

On Sale at "NORTH CHINA HERALD"
OFFICE, Shanghai;
MESSRS KELLY & WALSH
Hongkong;
and all leading Booksellers in the Far East
Hongkong, 14th February, 1903.

PRINTING.

THE PRINTING DEPARTMENT of
the "HONGKONG DAILY PRESS"
possesses every facility for the prompt and
satisfactory execution of all descriptions of
COMMERCIAL AND
GENERAL PRINTING.

ALL WORK EXPEDITIOUSLY EXECUTED.
ESTIMATES FURNISHED.



SEIGEL'S SYRUP

Digestion converts food into
blood, brain, muscle, gives vigour,
vitality, health. Indigestion makes
good food poison, breeds drowsi-
ness, laggard, hobbling rheumatic,
liverish temper, nerve-racking
pains. Seigel's Syrup ensures
digestion, dispels disease, produces
health. Backed by 34 years' un-
failing success in 16 countries.
"For several years I was a martyr
to indigestion and flatulence,"
says Mr. Blackie, of Post Office
Chambers, Auckland, N.Z. "Eight
bottles of Mother Seigel's Syrup
completely restored me to health."

FOR INDIGESTION.

IS USED
OVER THE WORLD

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE
COMPANY.
ESTABLISHED 1836.

INCOME 1902	£ 2,731,301
TOTAL ASSETS AS PER BALANCE SHEET 1902	10,773,237
TOTAL CLAIMS PAID	4,331,183

POLLICES issued by:—
Wm. MEYERINK & CO., Agents.
Hongkong, 1st January, 1904. [14]

MIDZUSHIMA & CO.

COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES:—HIGASHI-HOMMACHI, MOJI, MINAMI-AJIKAWA,
OSAKA and KAIGAN, WAKAMATSU.

AGENCY Mr. S. NAKAYAMA, MOTOMACHI YOKOHAMA.

TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong.

CODE USED: A 1 & A. B. C. 4th Ed.

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries
Maritimes de France, Foreign and Japanese steamers, Arsenal and Japanese Railway Company,
&c. Sole Proprietors of Kamamoto and Tsurumi Coal Mines. Sole Agents for Kawasaki
Komatagaura, Minomio, Keijiro and Kumagahata Collieries.

K. UYEMURA, Manager

Hongkong, 4th March, 1903. [12]

JAPAN COALS.

ITSUI BUSSAN KAISHA MITSUI & CO.

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LINN STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chiofo, Tientsin, Newchwang, Port Arthur, Seoul, Cebu, Yokohama, Kobe, Osaka,
Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchino, Sasebo, Misaki, Hiroshima, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujioka, Mameda, Manoura, Onoura, Otsuji,
Sagahara, Tsukuburo, Yoshizumi, Yoshio, Yanokibara, and other Coals.
N. INUZUKA, Manager, Hongkong.

FROM PIER TO PEAK

LAMBERT AND BUTLER'S FRONTIER MIXTURE IS SMOKED BY ALL
HIGH-CLASS TOBACCO SMOKERS.



MANUFACTURED BY—
LAMBERT & BUTLER'S BRANCH,
BRITISH-AMERICAN TOBACCO COMPANY, LIMITED. 143

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA, AND HUNTERA PORTS.

FROM	STEAMSHIP	ON
GLASGOW and LIVERPOOL	"PINGSUEY"	On 28th January.
GLASGOW and LIVERPOOL	"MOYUNE"	On 30th January.
GLASGOW and LIVERPOOL	"CLAUSUS"	On 3rd February.
GLASGOW and LIVERPOOL	"PAK LING"	On 9th February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 19th February.
GLASGOW and LIVERPOOL	"MENELEUS"	On 25th February.
GLASGOW and LIVERPOOL	"RHEPEUS"	On 25th February.

FOR	STEAMSHIP	ON
LONDON and ANTWERP	"NESTOR"	On 2nd February.
LONDON and ANTWERP	"KINTUCK"	On 16th February.
* GENOA, MARSEILLES and LIVERPOOL	"KEEMUN"	On 22nd February.
LONDON and ANTWERP	"MOYUNE"	On 1st March.

TRANS-PACIFIC SERVICE.

FOR	STEAMSHIP	ON
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE, YOKOHAMA.	"PINGSUEY"	On 28th January.
The s.s. "PINGSUEY" left Singapore on the 20th inst., and is expected here on the 26th instant.	"AGAMEMNON"	On 20th February.

For Freight, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 22nd January, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMSHIP	ON
SHANGHAI	"YCHOOW"	On 22nd January.
KOBE	"TSINAN"	On 26th January.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"ANHUI"	On 28th January.
LOILOLO and CEBU	"HUNAN"	On 28th January.

The attention of Passengers is directed to the superior accommodation offered by these steamships, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 22nd January, 1904.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	DATE	TO
R.M.S. "ATHENIAN"	WEDNESDAY, 27th Jan.	3,882 Tons.
R.M.S. "EMPEROR OF INDIA"	WEDNESDAY, 10th Feb.	5,000 Tons.
R.M.S. "TARTAN"	WEDNESDAY, 24th Feb.	4,425 Tons.
R.M.S. "EMPEROR OF JAPAN"	WEDNESDAY, 24th Feb.	5,000 Tons.

Hongkong to London, 1st Class, via St. Lawrence £200 via New York £262.
Intermediate on Steamship " " £40. " " £42.
and 1st Class Rail " " " " " " " "

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent
9, Dufferin Street

Hongkong, 20th January, 1904.

T. ARIMA, Manager

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMSHIP	ON
TAMSWI, VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 24th January, at 10 A.M.
TAMSWI, VIA SWATOW AND AMOY	"DAIGI MARU"	FRIDAY, 29th January, at 10 A.M.
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU"	SATURDAY, 23rd January, at 10 A.M.
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 27th January, at 8 A.M.

The Co.'s new Steamers are especially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a daily qualified doctor is carried.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 20th January, 1904.

PORTLAND & ASIATIC STEAMSHIP CO

PROPOSED SAILINGS FROM HONGKONG TO INLAND SEA OF JAPAN, MOYI, KOBE AND YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRAVELL"	4,899	R. P. Craven	January 30, 1904
"INDRAPURA"	4,899	A. E. Hollingsworth	February 13, 1904
"INDRASAMHA"	5,197	W. E. Craven	March 15, 1904

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.

Hongkong, 12th January, 1904.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON.
THE Steamship
"GLENLOCHY"
Captain Stallard, will be despatched as above on TUESDAY, the 2nd February.

For Freight, apply to
McGREGOR BROS. & GOW.
Hongkong, 19th January, 1904.

REGULAR STEAMSHIP SERVICE TO NEW ZEALAND.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMSHIP	ON
"SIKH"	2nd Feb.
"SAGAMI"	6th Feb.
"AFRIDI"	To follow.

For Freight and further information, apply to
DODWELL & CO., LD., Agents.
Hongkong, 21st January, 1904.

NATAL LINE OF STEAMERS.

THE undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with IMPERIAL CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th Avenue, 1897.

FOR CANTON.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

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Cargo Freight very moderate.

J. TREVOUX & CO.,
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PURE, SPARKLING, INVIGORATING

BOTTLED IN JAPAN BY H. E. REYNELT & CO.

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F. BLACKHEAD & CO., AGENTS.
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Are also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

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NOTICES TO CONSIGNEES

STEAMSHIP "WYNERIC," FROM PUGET SOUND.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.
Hongkong, 18th January, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "MALTA" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—
From London, &c., ex s.s. *Mollavia*.
From Persian Gulf, ex s.s. *B. I. S. N.* and *B. & P. S. N.* Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., To-DAY, the 16th inst.

Goods not cleared by the 23rd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 16th January, 1904.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship
"GLENGYLE,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 22nd inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.
Hongkong, 15th January, 1904.

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BY M. O'S.

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Hongkong, 31st January, 1900

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. O. De Bock, Hongkong.

Albion, battleship, 12,550 tons, 16 guns, Capt. Fremantle, Mrs. Day.

Algerie, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Singapore.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., Weihaiwei.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 2,111 h.p., Capt. F. G. Stopford, at Singapore.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. C. O. M. Makins, Hongkong.

Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thos. D. Pratt, Hongkong.

Centurion, battleship, 10,500 tons, Capt. Egeu, at Hongkong.

Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, Weihaiwei.

Eclipse, cruiser, 5,600 tons, 11 guns, Captain Stokes, Hongkong.

Espiegle, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, Newchwang.

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut.-Comdr. C. Assor, at Hongkong.

Fearless, cruiser, 443 tons, 12 guns, Comdr. Vaughan Lewis, Hongkong.

Glory, battleship, 12,550 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, Hongkong.

Handy, torpedo-boat destroyer, 250 tons, 6 guns, 4,000 h.p., in reserve.

Hast, torpedo-boat destroyer, 250 tons, 6 guns, 4,000 h.p., in reserve.

Humber, storeship, 1,640 tons, Comdr. John D. Dainties, Hongkong.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.

Kinsara, river gunboat, 331 tons, Lieut.-Comdr. Christopher P. Metcalf, on Yangtze.

Leviathan, cruiser, 14,100 tons, Capt. Hon. W. G. Stopford, Hongkong.

Moorehen, river gunboat, 180 tons, 2 guns, 2,000 h.p., Lieut.-Comdr. G. G. Webster, West River.

Ocean, battleship, 12,550 tons, 16 guns, 13,500 h.p., Captain R. F. O. Forde, C.M.G., Hongkong.

Otter, torpedo-boat destroyer, 350 tons, in reserve.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. J. Nicholas, Shanghai.

Rambler, surveying-ship, 583 tons, Capt. Morris H. Smyth, Hongkong.

Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. St. Aubyn Wake, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. C. W. J. Howard, Hongkong.

Rosario, sloop, 980 tons, 6 guns, 11,400 h.p., Comdr. Thos. Jackson, Yangtze.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. L. W. Jones, West River.

Sirius, 2nd class cruiser, 3,600 tons, Capt. C. H. H. Moore, Shanghai.

Saipu, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, on Yangtze.

Sparrowhawk, torpedo-boat destroyer, 350 h.p., Lieut.-Comdr. Codrington, Hongkong.

Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,600 h.p., in reserve.

Talbot, cruiser, 6,000 tons, 11 guns, 9,600 tons, Capt. Lewis Bayley, Weihaiwei.

Tamar, receiving ship, 4,600 tons, 6 guns, Rear-Admiral Robinson, at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. E. F. R. Dugmore, on Yangtze.

Thetis, cruiser, 3,400 tons, Capt. J. C. A. Wilkinson, Hongkong.

Tweed, gunboat, 352 tons, 3 guns, 200 h.p., on Yangtze.

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Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 5.30 p.m., and 9 p.m. (Saturday excepted).
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S.S. "NANNING," 569 tons, Captain C. Butchart.
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